Code 015

11 APR 1968

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

THIRD ENDORSEMENT on CO, VT-2, accident, Ser 6-68A, concerning T-28C, BUNO 146259, of 2 Mar 1968, pilot JONES

From: Chief of Naval Air Training
To: Commander, Naval Aviation Safety Center

Subj: Aircraft accident report; forwarding of

1. Forwarded, concurring in the conclusions and recommendations of the Aircraft Accident Board and comments and action indicated in the second endorsement.

(b) (6)

[redacted]

Chief of Staff
(Acting)

Copy to:
CNABATRA
COMNAVAIRSYSCOM (AIR 404)
NAVAIRSYSCOM, NAVPLANTREPO, Columbus
CO, NAVAEORECOVPAC, El Centro
DIR, AFIP
CO, TRARON TWO

Code 015
5 APR 19[illegible]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

SECOND ENDORSEMENT on TRARON TWO, accident, serial 6-68A, concerning T-28C, BuNo 146259, of 2 March 1968, pilot JONES

From: Chief of Naval Air Basic Training
To: Commander, Naval Aviation Safety Center
Via: Chief of Naval Air Training

Subj: Aircraft Accident Report; forwarding of

1. Forwarded, concurring with the conclusions and recommendations of the Aircraft Accident Board.

(b) (5)

[redacted]

D. H. GUINN

Copy to:
NAVAVNSAFCEN (2 direct)
NAVAIRSYSCOM HQ
NAVPLANTREPO COLUMBUS
CO NAVAERORECFAC
DIR AFIP
TRARON TWO

26 March 1968

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

FIRST ENDORSEMENT on TRARON TWO AAR 6-68A concerning T-28C BUNO 146259 occurring 2 March 1968

From: Commanding Officer, Training Squadron TWO
To: Commander, U. S. Naval Aviation Training Center
Via: (1) Chief of Naval Air Basic Training
(2) Chief of Naval Air Training

Subj: Training Squadron TWO AAR 6-68A; forwarding of

1. Forwarded, concurring in the conclusions and recommendations of the basic report.

A. B. DAVIS

Copy to:
NAVAVNSAFECEN (2)
NAVAIRSYSCOM
CNATRA
CNABATRA
NAVPLANTREPO COLUMBUS

18

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 1

SPECIAL HANDLING REQUIRED in accordance with Para. 66, OPNAV INSTRUCTION 3750.6, current edition

OPNAV REPORT 3750-1

PART I GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY	2. SERIAL NO.	3. DTG (LOCAL) OF MISHAP	4. MODEL AIRCRAFT	5. BUREAU NUMBER
C.O., TRARON TWO	6-68A	020917Z MAR 68	T-28C	146259

6. TO: Commander, Naval Aviation Safety Center

7. VIA: CNABATRA / CNATRA	8.	9. LOCATION OF MISHAP	10. DAMAGE
	N/A	½ MILE SE CHOCTAW FIELD	ALFA

11. TIME OF DAY	12. TIME IN FLIGHT	13. FLIGHT CODE
DAY	0.5	1D1

14. CLEARED FROM NAAS WHITING FLD TO NAAS WHITING FLD

15. TYPE CLEARANCE	16. AIRSPEED	17. A/C WEIGHT
VFR	90 KTS (E)	7862

18. BRIEF DESCRIPTION OF MISHAP

IN FLIGHT FIRE, UNCONTROLLED COLLISION WITH GROUND

19. ELEVATION AT TIME OF MISHAP: S.L. 100' TERRAIN 0

20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C)

NONE

(b) (5)

[redacted]

SECTION C. PERSONNEL DATA

PILOT EXPERIENCE IN HOURS

1. NAME (Last, first, & middle initial)	2. RANK/RATE	3. DESIGNATOR	4. BRANCH OF SERVICE	5. AGE	6. TOTAL NAVAL SERVICE	7. PRESENT DUTY	8. POSITION	9. SEAT
PILOT (at controls at time of mishap) JONES, EDWARD M.	LTJG	(b) (6)	USN	24	1	INST	R/C	A
CO-PILOT (Student) (b) (6)	LTJG		USNR	24	1 YEAR NFO	STUD	F/C	B

ITEM			ITEM		
11. ALL MODELS		853	17. CV LANDINGS DAY/NIGHT	ALL	14 / 0
				IN MODEL	14 / 0
12. ALL MODELS IN LAST 12 MONTHS		553	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0 / 0
				IN MODEL	0 / 0
13. ALL MODELS IN LAST 3 MONTHS		119	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	2.4 / 0
				IN MODEL	2.4 / 0
14. ALL SERIES THIS MODEL	A/C	663	20. NIGHT HOURS LAST 3 MONTHS	ALL	3.8 /
	OFT/OPT	0 / 20EST		IN MODEL	3.8 /
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	553	21. TOTAL HOURS IN JETS (If jet mishap) HELOS (If helo mishap)		0
	OFT/OPT	0 / 0	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	1 MAR 68
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	119		DURATION	1.5
	OFT/OPT	0 / 0	24. TYPE INSTRUMENT CARD		STANDARD
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		16 OCT 67/SAT.			

OTHER PERS

25. NAME (Last, first, & middle initial)	26. DES	27. RATE/RANK	28. BRANCH OF SERVICE	29. TOTAL SERVICE NO.	30. UNIT	31. INJURY	32. KILLED	33. POSITION
NONE								

OP-05F

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 2

SPECIAL HANDLING REQUIRED in accordance with
Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

PART 1 GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY *	2. SERIAL NO. *	3. DTG (LOCAL) OF MISHAP *	4. MODEL AIRCRAFT *	5. BUREAU NUMBER *
C.O. TRARON TWO	6-68A	020917S MAR 68	T-28C	146259

6. *	9. LOCATION OF MISHAP *	10. DAMAGE *
TO: Commander, Naval Aviation Safety Center		

7. VIA: *	8. *	11. TIME OF DAY *	12. TIME IN FLIGHT *	13. FLIGHT CODE *

14. CLEARED FROM: TO:

15. TYPE CLEARANCE *	16. AIRSPEED *	17. A/C WEIGHT

18. BRIEF DESCRIPTION OF MISHAP *

19. ELEVATION AT TIME OF MISHAP — S.L. — TERRAIN

20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C) *

(b) (5)
[redacted]

SECTION C. PERSONNEL DATA

1. NAME (Last, first, & middle initial)	2. GRADE	3. SERVICE NO.	4. BRANCH OF SERVICE	5. STATUS	6. AGE	7. YEARS EXP.	8. DUTY	9. POSITION	10. INJURY
PILOT (at controls at time of mishap)									
CO-PILOT (certify & submit separate page II) (b) (6) [redacted]	LTJG	(b) (6) [redacted]	USNR	24		1 YEAR NFO	STUD	F/C	B

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		35	17. CV LANDINGS DAY/NIGHT	ALL	0 /
				IN MODEL	/
12. ALL MODELS IN LAST 12 MONTHS		35	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0 /
				IN MODEL	/
13. ALL MODELS IN LAST 3 MONTHS		35	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	0 /
				IN MODEL	/
14. ALL SERIES THIS MODEL	A/C	6.0	20. NIGHT HOURS LAST 3 MONTHS	ALL	0 /
	OFT/CPT	/		IN MODEL	/
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	6.0	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		
	OFT/CPT	/			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	6.0	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	28 FEB 1968
	OFT/CPT	/		DURATION	1.5
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK		N/A	24. TYPE INSTRUMENT CARD		NONE

OTHER PERS.

25. NAME (Last, first, & middle initial)	26. GRADE	27. NAVAL APPL.	28. BRANCH OF SERVICE	29. FILE/SERVICE NO.	30. UNIT	31. RANK	32. BILLET	33. POSITION

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED in accordance with Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3790-1

A. A/C HISTORY — PART II MAINTENANCE, MATERIAL AND FACILITIES DATA

1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF P&R/OVERHAUL	4. MONTHS SINCE LAST P&R/OVERHAUL	5. FLT. HRS. SINCE LAST P&R/OVERHAUL	6. LAST P&R/OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK
8-15-56	5405.8	3	8	421.4	PNS	CALENDAR ODD	2.5	2

B. ENGINE HISTORY

	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR REQUESTED?	6. FLT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
(1)	R1820 -86A	520791	4723.8	6	YES	425.4	PNS	CALENDAR ODD	2.5	2
(2)										
(3)										
(4)										

C. COMPONENT HISTORY

	1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OVERHAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR REQUESTED?	8. SER. NO. FVR/AMPEUR
(1)								
(2)								
(3)								
(4)								

D. INCIDENTS & GROUND ACCIDENTS

1. PARTS REPAIRED — PART NUMBER	NOMENCLATURE	3. DIRECT MANHOURS INVOLVED	2. PARTS REPLACED — PART NUMBER	NOMENCLATURE

E. ENGINE FAILURES

JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)

AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE

8. G FORCES	9. RELIGHT ☐ ATTEMPTED ☐ ACCOMPLISHED	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL ☐ PRIMARY ☐ MANUAL	14. NO. RELIGHT ATTEMPTS

INTENTIONAL SECURE	15. ENGINE SYMPTOMS	16. CAUSE OF SYMPTOMS

RECIPROCATING ENGINE FAILURE

17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/BMEP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE

INTENTIONAL SECURE	25. ENGINE SYMPTOMS	26. CAUSE OF SYMPTOMS

F. OTHER REPORT

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPTUR SERIAL NUMBER: NONE
2. DIR MESSAGE REQUEST DATE-TIME-GROUP: See Below — *Info NATC in DIR reports. See para. 10 OPNAVINST 3750.6E*
3. OTHER: PRELIMINARY MESSAGE DTG 022035Z MAR 68
4. SUPPLEMENTARY MESSAGE DTG 031610Z MAR 68
DIR on engine and components TRARON TWO messages DTG's: 061610Z. 061614Z, 061616Z, 061618Z, 061620Z, All MAR 68.

OP-4259

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Pa...

SPECIAL HANDLING REQUIRED *in accordance with Para. 6a, OPNAV INSTRUCTION 3750.6... edition*

OPNAV REPORT 3750-1

G. SHIPS DATA

N/A

1. EQUIPMENT INVOLVED: ☐ CATAPULT ☐ ARRESTING GEAR	2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP	9. LAUNCHING BRIDLE AND BRIDLE ARRESTER	

10. CATAPULT/ARRESTING GEAR BULLETINS OR MONOGRAMS USED

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

ENGAGED	12 DECK RUNOUT (FEET)	13 RAM TRAVEL (INCHES)	14 CONTROL VALVE SETTINGS: CONSTANT PRESSURE DOME (P.S.I.)	RATIO	CONSTANT RUNOUT (WT. LBS.)	15 ACCUMULATOR PRESSURE (PSI)	16 COMMENTS (for cable failures specify no. landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER/ BARRICADE							

H. DEPLOYMENT

N/A

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

1. DATE DEPLOYED CONUS	3. DAY HOURS/LANDINGS SINCE DEPLOYMENT	4. DAY HOURS/LANDING LAST 30 DAYS
2. NO. DAYS OPERATING PERIOD		
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED	6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANDINGS LAST 30 DAYS

I. WEATHER

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY / OUTSIDE AIR	5. DEW POINT	6. ALTIMETER SETTING
10,000	7	260° 10 knots (true)	OUTSIDE AIR 50	40	30.13

7. OTHER WEATHER CONDITIONS *(winds aloft, icing level, sea state, density altitude as appropriate)*

NONE

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
				2CC NAVAVNSAFECEN DIRECT (AAR)
				1cc NAVAIRSYSCOM HQ
				1cc CNABATRA
				1cc CNATRA
				1cc NAVPLANTREPO COLUMBUS
				1cc C.O. NAVAERO→ RECFAC
				1cc AFIP
				1cc TRARONTWO FILES

COST DAMAGE TO: 3. GOVERNMENT PROPERTY [redacted] 4. PRIVATE PROPERTY 5. DATE SUBMITTED TO CO

PART IV SIGNATURES OF THE BOARD

1. SENIOR M[redacted] UNIT BILLET
LCDR

2. MEM[redacted] BILLET

3. [redacted]

4. MEM[redacted] BILLET

[redacted]

5. LT [redacted] ASST AV SAF OFF

OP-OSF

THE ACCOUNT

Part V - The Accident

T-28 Buno 146259, Side No. 2G-250, departed NAAS Whiting Field at 0847 2 March 1968, on a duly authorized Transition 6 dual syllabus training hop. Prior to departure the aircraft was pre-flight inspected by the student and instructor pilots. The student checked the top portion and the instructor checked the bottom of the aircraft. An inflight test for carbon monoxide fumes was to be conducted as part of a check-out of a "strong burning smell.." discrepancy written up by the same instructor on the previous day.

The start, taxi, engine run-up and take-off were normal. After take-off the aircraft was turned to the north and a 170 knot climb commenced to conform to local course rules. As the aircraft passed 1500 feet, a turn to 180° was commenced to enter the L-5 area.

(b) (5)

[redacted]

(b) (5)

[redacted]

The aircraft was observed to go into a slight dive, about 10° nose down, then level off after several hundred feet of descent. Then the left wing dropped about 15° and the aircraft nosed over, starting at about 4000 feet, into a steep dive. Somewhere after commencing the dive, the instructor attempted bailout, probably about 2500 feet. (b) (5) [redacted]

(b) (5) [redacted]

The aircraft impacted about one half mile south east of Chocktaw Field. The impact angle was about 70° the wings were level and the aircraft upright. The instructor pilot landed 120 yards short of the aircraft along the flight path with no apparent attempt having been made to pull his parachute "D" ring. The student pilot landed approximately one mile south east of the aircraft and sat on top of his parachute awaiting rescue.

The mishap was reported just after impact by the pilot of T-28 side No. 200, the pilots of which witnessed the entire crash. Search and Rescue efforts were begun and the student pilot was picked up at 0927 CST and taken to NAS Pensacola for treatment. The pilot of T-28 Side No. 254 reported seeing a second parachute about two miles north east of the student pilot. A combined search by personnel in T-28's and rescue helicopters located the parachute hung up in a tree in a gully where it had been reported to be. The helicopters were unable to hover over the chute and could not land near it. A ground party arrived (NAAS Whiting crash crew) and a concerted effort made to reach the parachute. It was later determined to be a parachute flare and not a personnel chute.

The search effort was re-diverted to the crash site in an attempt to find the instructor pilot. The crash crew arrived at the site and discovered the pilot's body in the aforementioned position.

The weather at the time of the accident was 10,000 feet broken, high overcast, and 7 miles visibility. (b) (5) [redacted]

(b) (5) [redacted]

PART VI - DAMAGE TO THE AIRCRAFT.

The aircraft received slfa damage as a result of collision with the ground and fire after impact as indicated by enclosure (5). Angle of impact is estimated to be 70°. The upper and lower right engine cowlings separated from the aircraft prior to impact and were located 748 yards from the crash site. Both sections of the cowling evidenced areas of intense heat. (See enclosure 6, 7 and 8)

PART VII - THE INVESTIGATION AND ANALYSIS

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

(a) PERSONNEL FACTORS

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

(2) Maintenance Factors - (b) (5)

(b) (5)

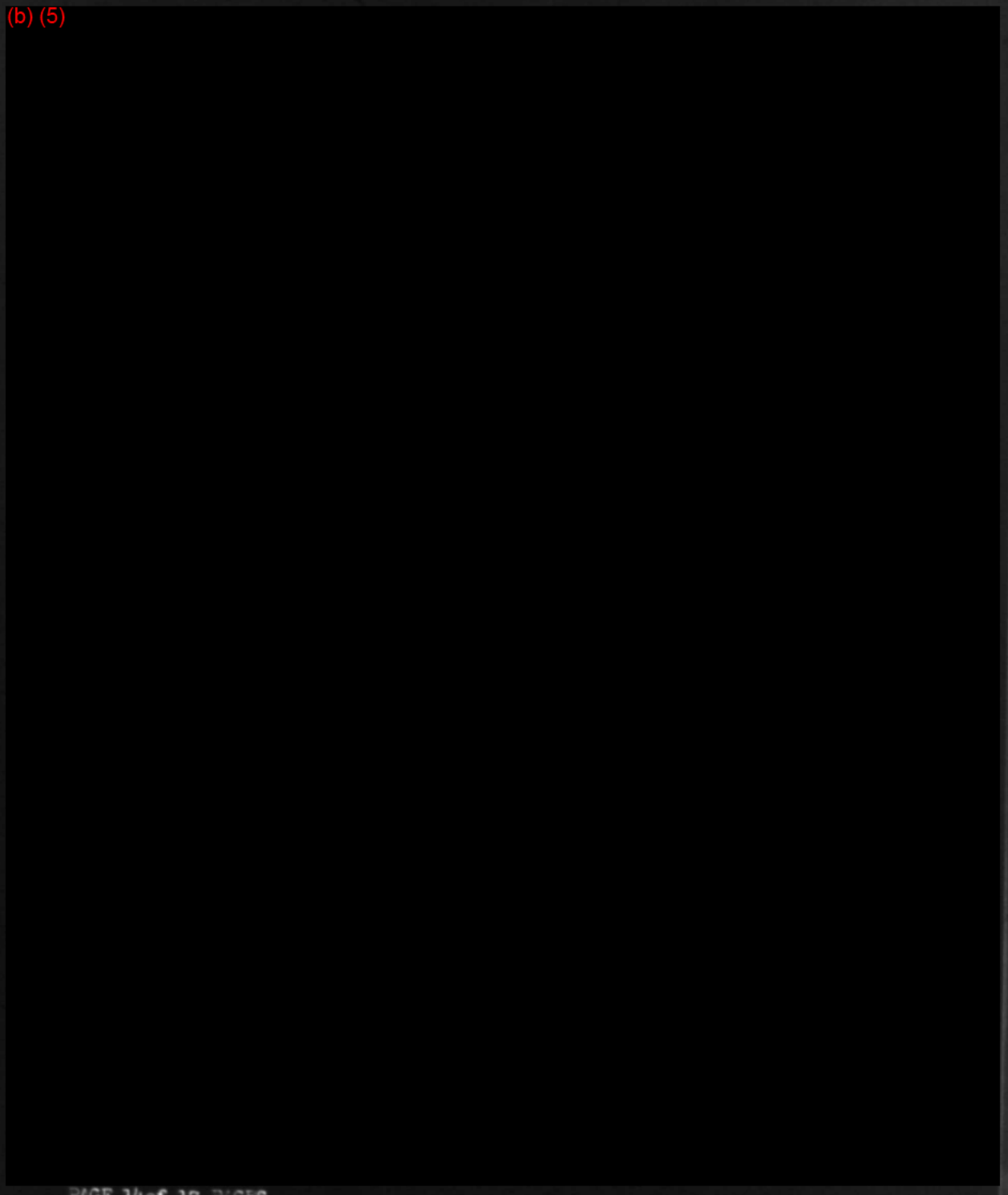
[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5)

[redacted]

(b) (5)



(b) (5)

[redacted]

PART VIII - CONCLUSIONS

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH O.P.N.VINST 3750.6 SERIES